and very little difficulty this fall in obtaincompension in the impensionally low, and ships generally country never refitted here with less expense. Little or the law been experienced in obtaining seamen. Many of

thip Webfoot, on the 26th, in ballast from San Francisco, which For West, arrived on the 30th from the same port, with a cargo see. We understand that she is to be employed as a packet between Honolulu and Baker's Island. She is a fast siler, and will be a fine consort to the Josephine, which will on the Jarvis Island route. The Jenny Ford brings

a full cargo of lumber from Puget Sound. The non-arrival of the Washington Allston, now about 162 days out from Boston, with a full cargo for this port, is creating tome anxiety, though it should not, as most of the vessels reachcisco, report heavy weather and long delays off Cape Horn. The Josiah Bradlee, our last arrival from thence,

The following comparison between the Japan prices current and those of this port, prepared for the Polynesian, by its comcial reporter, will prove interesting to shipmasters, who do

COMPARATIVE PRICES of Recruits for Whaters fakodadi, Japan, and Honolulu, Hawaitan Islands, re-uced to United States Currency, 5-francs at 91 cents.

Hake Indi. Honolule

vessel. At Hakodadi recruits, besides silks, lacquered ware, extion goals, porcelain, etc., will be delivered on board ships by Japanese officers. Exchange on the United States at Honolulu. The Fanker sails probably on Saturday. She is only awaiting the arrival of the schooner Kalama, from Hilo, which vessel

freight engaged to go forward by her.

The back Wouelet will await the return of the Likelike, from Hilo, and will follow the Yankee, for San Francisco probably the 12th to the 14th of December.

ets were dull. Some excitement had taken place about the oliver mines recently discovered on the Sierra range of mountains, and a little beyond the limits of the State of Califor-Of the veritableness of the discovery there can be no ques tion, but in regard to the richness of the mines, there is still some doubt. Should they prove as rich and inexhaustible as is now supposed, it will greatly increase the supply of silver. The Schooling toon the S. F. Mercantile Gazette, is the most reon we can find respecting these new mines:

"Within the past month our recources in regard to the preany our resources, though properly speaking the new developments have been made rather beyond our border. We allude that has been called (quite inappropriately, however.) the shoe digalage. These valuable mines, rich both in gold and we lie on the Enstern stope of the Sierra Nevada, in about unde 30°25 min., distant some ten miles from Washoe Vallewal i Territory, and eight miles from Carson river. That only, the main discoveries have been made in the locality and the pindications are favorable to the conclusion that is of the adjacent country, for many miles in extent, partakes may of an auriferous and argentiferous character. At Virginia, the pindications are favorable to the conclusion that is of the adjacent country, for many miles in extent, partakes may of an auriferous and argentiferous character. At Virginia, consider thill, as it is variously called, mines have a opened, as yet but a few hundred yards in extent, which almost fabulous amounts of silver, and in some instances, and are mingled with each other in irregular proportions, core yeshing about half of each, while other specimens are sipally of silver, generally about three parts of silver to one and the continuous diagrings adjacent yielded \$3,000 in silver and \$200 in the man of the insular proposition with this city are Donald Davidson & Co., who put comers. Judging from the announcements of the insular press, we infer that some forty tons have airendy been shipped Panama and New York to Havre, for analytical examination. a sind New York to Havre, for analytical examination, made in this city leave no doubt that the ore will \$3,000 to \$3,000 per ton. We learn from reliable hat from seventy-five to one hundred tons will have a city before the inclemency of the season will have operations. At the mines some rude efforts at smelthave been made, which have proved sufficiently satisfactory and thus economizing on the cost of transportation, which at present is about \$100 per ton."

one supplying of the shipping in poll, we notice

TEXE-Scarce, sales at 18 @ 19c. for best PROVISIONS-Hawsilan beef, 10 @ \$14, the 1st brands com the latter figure. American beef, \$17 50; pork, 19 @

no at Juryle Island at \$12 per ton. In oil, freights are very or, after have been made to take oil as low as 3; cents per all, but owing to the large number of whalers bound home, after none can be had. The Willets at Lahaina, will sail at the explication of her lay days, nearly full. The Radings at Hilo, has obtained, we understand, a full cargo, at agents rates, under-

me on Littles street, sold on Saturday last for \$671-a low Mr. Haddy was the purchaser.

Moon's Phases at Honolulu. in December. New Mood, Nov. 24, 3 h., 18-7 m., M.

LATEST DATES, received at this Office.

Shipe' Maile.

Bab Francisco—per Yankee, Dec. 2d or 3d.

Lemans.—per Kamoi, to-day.

Elemans.—per Excel, about Monday.

Elem—per Kalama, about Monday. PORT OF HONOLULU, H. I.

For full reports of Whalers, see 4th page. ARRIVALS.

Nov. 24—Am wh bk Delaware, Kenworthy, fm the Ochotsi-casson, 706 wh, 9000 bone. 26—Am wh bk J. P. West, Tinker, fm the Ochotsk, season 60 sp. 1450 wh, 9000 bone. 26—May och Kaluna, Antonia, fm Hilo. 25—Am wh bk Ionia, Russell, fm sp wh cruise, voyage

Am who k Ionis, Russell, fm sp wh cruise, voyage, 450 sperm.

Ber sch Maria, Molteno, fm Lahaina.

Law sch Margaret, fm Kauni.

Am who sh Oregon, Tobey, fm the Ochotsk, season, 450 wh, 5500 bone.

Maria of th Webfoot, Hayne, 12 days fm San Francisco on route for Jarvis Island.

Law sch Kamoi, Wilbur, fm Lahaina.

Law sch Kamoi, Wilbur, fm Lahaina.

Law sch Mary, Berrill, fm Kawaihae, with cattle.

San sch Mary, Berrill, fm Kawaihae, with cattle.

Sand, with cargo of lumber to Hackfeld & Co.

Law sch Sand, with cargo of lumber to Hackfeld & Co.

Law sch Atomas Dickenson, Plaskett, fm Ochotsk, season, 400 wh, 4000 bone, voyage, 200 sp, 2300

DEPARTURES.

Report of bark Delaware, of New London, George Kenworthy on the first of October, encountered rough weather for several lays with wisds at E. and N. E., and on the 11th and 12th had very severe gale from the S. E., which obliged us to take in all sail. On the 13th inst. made the land at the entrance of 50th assage, and on the morning of 14th succeeded in passing the traits. Soon after getting in the straits saw a vessel hove to, as if waiting for us, kept away and spoke her. It proved to be the bark Faith, Capt, John Rice, in distress, leaking 1200 trokes per hour. Capt. Rice came on board. We offered him every assistance he might require, but he said the ship was working so badly that it was unsafe to go any farther in her, and the officers had all protested that she was unsafe to make the passage to Honolulu, and he was determined to make the nearest port. We offered to keep him company, and accordingly kept away for Petropauloski, at which place we arrived on the 6th October. In the meantime, all the bone of the Faith had been discharged in boats, and put on board the Delaware. Commenced discharging one oil, and taking it on board, as we had agreed to take part of it to Hoholulu, the brig Hero, o ilu, Capt. Von Holdt, agreeing to take the remainder of the oil and crew. The Delaware took four officers and 23 men of the Faith's crew. On the 25th we sailed for Honolulu, with a fine breeze from NAV., but had scarcely obtained an offing before the wind came out S. E., which caused us to carry a heavy press of canvas to clear off shore; had a succession of gales from E. S. E. and S. for ten or twelve days, and on the 5th of November, had a gale of huricane violence from the S. E., in lat. 47 00 N. long, 171 45 E., after which the winds favored us and we made

a fine passage to this port. Report of bark Jenny Ford, Moore, 20 days from Puget Sound. Left at Tekalet, American ships Amos, Lawrence bound to Sydney; bark Hyack, for San Francisco, sailed in com pany with British ship Norwood, for Hongkong; and bark Oak Hill, for San Francisco. First part of the passage experienced S. W. and W. S. W. winds-latter part fine weather and fresh

Bark J. P. West, Tinker, has cruised in the Ochotsk Sea and Shantar Bay with fine weather, but foggy at times. Saw plenty of whales among the during the first part of the season. Took the first whale 27th May, and the last bowhead 7th August -last right whale 15th October. Left the whaling ground 1st October ; came through the fiftieth passage 20th October. Had worth weather for several days, after that had fair weather

Ship Oregon, Tobey, craised in the Ochotsk with very fine weather and little fog. Saw very few whales in the ice, but numbers in Shantar Bay. Took the first whale 27th May, and last 16th October. Left the whaling ground 17th October ; came through the forty-ninth passage with fine weather. Carried the same all the way to Hopolulu. Had light S. E. and variable

Ship Thomas Dickason, Plaskett, has cruised in the Cchotsk with stormy and foggy weather all the season. Had continuous gales from the N. E. Saw very few whales. Took the first whale 24th May and last 27th September. Left the whaling ground 21st October; came through the fiftieth passage with pleasant weather. After that had heavy N. E. swells and fair reather, but for twelve successive days had easterly gales. Was

Bark Manual Ortiz, Hazard-Has cruised in the Ochotsk, with fine weather during the first part of the season. Had plenty of fog, but very little ice. Saw plenty of whales in Shantar Bay, but very few elsewhere. Took the first whale on 24th April, and the last on 11th September. Left the whaling ground 15th October; came through the 50th passage on the 20th, with rough weather. Was 40 days from thence to Honolulu. Had ad weather and head winds all the passage.

Bark Mary Frazier, Rounds-Craised in the Ochotsk, with ad weath r the latter part of the season. Saw plenty of ice for 40 days. Saw pienty of whales in July. Took the first whale on 1st July, and last in October. Left the whaling ground 12th October, and came through the forty-eighth passage on 10th, with fine weather. Picked up a dead whale in the Straits, giving 16 barrels. For four days had a fair N.W. wind, and 16 days head winds trom S.E. to N.E., with fine weather all the D' Ship Chapin, M'Crellis, with cargo of oil, arrived at New

edford Oct. 7, 117 days passage from Honelutu. arrived at New York Oct. 14 : also, same day, ship Fleetming. Howes, from Jarvis Island, with cargo of guano. Tr Ship Harriet & Jessie, Gray, arrived at New York Oct.

Ir The magnificent clipper ship Sovereign of the Seas, has been wrecked in the Straits of Malacca.

COVEL'S ISLAND, Feb. 18p1859. REV. S. C. DAMON-Dear Sir :- Will you allow me to make Rev. S. C. Damos—Dear Sir:—Will you allow me to make a correction to a statement that appeared in your columns of Feb. 1st, 1558, which has also gone t'e rounds of the papers, both at your islands and also in the United States. It is, that a new island was discovered by Capt. Moore, of the Morning Star. I do not wish to detract a word from the honor due to Capt Moore—but, honor to whom honor is due. When Capt. Moore "discovered" that island, he had a book in his state-room entitled, Sailing Directions for the Pacific Ocean, by A. G. Fredlier, and more this work. findiny; and upon this work, I understood him to say, he put more reliance than he did upon his charts. Now Capt. Moore gives the position of the island, lat. 8° 15 N., long. 167° 28 E., while Finding gives it lat. 8° 20 N., long. 167° 30 E. This is copied from the copy of Finding's Directions Capt.

Moore had.

Findiay says that Capt. Dennet, of the Britannia, "saw an island which he called Princessa Island, in lat. 8 ° 20 N., long. 167 ° 30 E. It has not since been seen, though Capt. Hagemmeister states that he saw an island near this spot, but Capt. Chramtschenko must have passed it by, if it existed; Admiral Krusenstern therefore is convinced that it does not." Now, can there be any chance for a doubt as to the i being discovered before the Morning Star reached it? And now this little circular island, not one mile in diameter, is loaded down with two most noble foreign names—Princessa and

And yet it would appear from Findlay, as quasibove, that the island is omitted on the charts on the authority of Admiral Krusenstern, who, it seems, is in error in this case. And this error should make all seamen careful how they sail near the localities of other islands which are laid down on their charts near there, and which Capt. Moore says do not exist, because in passing by he did not happen to see them.

P. S.—I hope, at a future day, to write you a description of

VESSELS IN PORT-DEC. 1.

Am ship Siam, Rice. Am ship Silvia, Swasey, loading oil for New Bedford.

Am ship Siam, Rice.
Am ship Silvia, Swasey, loading oil fo Haw, bark Gambia, Brooks.
Am ship Black Sea, Cate.
Am bark Bhering, Gilliat.
Danish bark Maria, Ingermann.
Am. barkentine Jenny Ford, Moore.
Am sch Far West, Porter

Sharon, Swift Montreal, Soule Euphrates, Heath Mary, Jenks Brutus, Henry Minerva, Crowell Bark Dromo, Cole Phoenix, Hempstead Addison, Lawrence Splendid, Pierson Adeline Gibbs, Withingt Geo. Howland, Pomeroy Rapid, West Maria Theress, Coop Northern Light, Austin Ville de Rennes, Troude

Covington, Newman Tempest, Allen Wavelet, Swain Warren, Miller Fanny, Boodry Frances Henrietta, Dre Florence, Spencer
Adeline, Taber
Turku, Soderblom
Graeferberg, Enberg
J. D. Thompson, Cliffor
J. P. West, Tinker Delaware, Kenworthy Ionia, Russell Mary Frazier, Rounds Brig Hawaii, Schimelfennig Kauai, Mammen S. Constantine, Lindhol

Vessels Expected from Foreign Ports.

Am. bark Frances Palmer, Paty, to sail from San Fran Nov. 30.

Haw. brig Hero, Von Holdt, from Petropolovski.

Am. brigantine Jennie Lee, Benedict, was to sail from San Francisco about Nov. 12.

Am. clipper ship Syren. ______, from Boston, to sail Oct. 25th, with mass to C. Brewer & Co.

with make to C. Brewer & Co.

Haw. schooner Mariida, Hooper, from Fanning's Island, with cargo cocoanut oil, due Dec. 1 to 10.

Brit bark Heather Belle, ——, to sail from London for Honolulu and Vancouver's Island, Aug. 30, with merchandise to Janion, Green & Co.

Am. ship Amethyst, Studley, from Boston, sailed August 15, due Jan. 1—merchandise to P. S. Wilcox.

Am bark Washington Allston, ——, from Boston, sailed June 22, with assorted merchandise to Chas. Brewer 2d.

IMPORTS.

FROM SAN FRANCISCO-PER FAR WEST, NOV 30

EXPORTS.

PASSENGERS.

From Poust Sound—per Jenny Ford, Nov 27—Mrs Haghes and 2 children; 2 Hawaiians in the steerage.

From Sax Francisco—per Far West, Nov 36—John D Stone.

PORT OF LAHAINA.

ARRIVALS. thmond, Hathaway, fm Hilo. Sea-500 bn: voyage, 35 sp, 1050 wh, ard, 750 wh, 4500 bn.

MARRIED.

pany the happy couple.

In Honolulu, Nov. 29, at the Catholic Church, by the Rt. Rev. ISHOP MAIGHET, Capt. COGGSHALL, of the whaleship loud, of New Bedford, to Miss ABBY NOORAN, of Honolu

THE PACIFIC Commercial Advertiser.

THURSDAY, DEC. 1. THE Protestant Mission of the American Board has committed a fundamental error in not commencing to teach the natives, from the very first, the English language—and this ought to be the object of every foreign mission.—Mr. Maclay's letter to the California Ch. Advocate.

There is much sound sense in the above remark. Experience has repeatedly shown in the history of missionary enterprise, that the use of a strange language by the people, is a great obstacle to the success of the teacher; and few better illustrations of this fact may be found than that which the Hawaiian nation affords. It ought, however, to be stated in any discussion of this question, that the use of the English tongue by the missionaries in teaching the Hawaiians, was prohibited by a stringent rule of the American Board, in whose employ they were, which rule forbids the use of any other language in its schools than the vernacular. Whatever censure some may be disposed to attach to the non-introduction of the English language in the earlier stages of the efforts to civilize this people, must fall, not on the teachers employed by the Board, but on that society itself. The labor of the missionaries, however, has not been thrown away. On the contrary, they have done much to raise the natives in the scale of humanity. They have clothed them, and taught them to worship the true God. They have learned them to read and write, and in connection with others, have instructed many in the exercise of useful trades. Their influence has materially contributed to raise the standard of civilization; but they have never yet succeeded i making the natives a race of working and thinking men. They continue, as a race, when placed beside the white man, mere children in all that regards intellectual capacity. Many individual cases show that the native Hawaiian, under favorable circumstances, is capable of attaining a high intellectual position; and the diffusion of the English language among the natives, would probably tend more than any other thing to make such cases the rule rather than the exception.

The secular books in the Hawaiian language are ecessarily few, and comprise only the rudiments of learning; and so long as the Hawaiian language exclusively prevails, the people are shut out from those broad fields of knowledge which the English tongue affords. Their reading amounts to little or nothing because they have little or nothing to

read. Those English works which would be most attractive to their minds are sealed books to them. The little knowledge which they do get is mostly derived from a common source, and has to be drilled into them, as it would be drilled into a class of school-boys in the States. Their ignorance of the English language has debarred them from learning to think for themselves. Ability to think is of even more advantage to a man than actual knowledge; and in no way can it be so well conferred upon the natives as by teaching them the English language and thus showing them how others think. There are several good English schools upon

the islands, and foremost among them stands the Honolulu Royal School. But they are very few in proportion to the population, and do not begin to supply the want. The smaller English schools which in past years have been scattered throughout the islands, have in many cases languished and died out for want of proper support. A correspondent suggested, in a letter polished some months since, that the government should take these English schools under its own protection, and authorize the Board of Education to support them out of the school fund, instead of contributing as heretofore, but a moiety of the sum required for their maintenance, an amount only equal to that contributed by the parents of the children. Such a measure would be a great step for the welfare of the people, inasmuch as it would establish English schools upon a permanent basis, throughout the group, and impart to a large portion of the rising generation, a knowledge of the English language. Until some such plan is adopted it is in vain to expect that such schools will-thrive. The natives generally express a willingness to assist the school, and are profuse in their promises for its support; but they are poor. They have not the money. Ten dollars a year is a heavier drain than they can withstand. In many cases it is more than the whole sum which passes through their hands during that period. It is in vain, then, to expect that the native will in orwards the support of qualified teachers. Heretofore the government seems to have ignored the superior usefulness of English schools, and placed them on a footing so far below the Hawaiianschools, that there is no chance for them to live. They should at least be placed upon an equal basisand the Board of Education should be authorized to establish them at their own discretion throughout the islands, and pay for them out of the common school fund, without relying for their support upon the precarious subscriptions of natives. Until the initiation of the new code, English schools were not even placed under the supervision of the Board of Education; and now that they are received into their charge, we are glad to know that the Board are disposed to do all in their power, restricted and hampered as it is, to promote them. Let the next legislature do a service

to the country by seconding their efforts. There is another department of education which is now becoming a matter of especial consideration, and to encourage which a public meeting was last week held. It is the education of Hawaiian girls. Everybody knows that the standard of civilization and refinement in a nation depends in a great measure upon the education of the women. When they are taught the refinements of civilized life, and know how to make a home what a home ought to be, a great step is accomplished towards the elevation of the men; and when, on the contrary, they are debased to so low a position as they have occupied in the Hawaiian na-tion, their influence is a fatal drawback to the upward progress of the race. Educate the women and the men will rise with them. Imbue them with the moralities of civilized life, and the men will advance with them a step higher toward the true standard of humanity. Experience has shown that the women can be educated. The female school which formerly existed at Wailuku, Maui, imbued many native girls with thoughts and habits which have made them the best native wives and mothers to be found upon the slands; and which have gained for the women of Lahaina district, as a class, a reputation for virtue and morality surpassing that of their Honolulu sis-ters. Many of the missionaries, too, have educated

Hawaiian girls in their own families-br

mber of such family schools as those begun by the Sisters of Charity and by M Ogden, near Punahou, is much to be desired, though their location ought, if possible, to be beyond the allurements and temptations of the metropolis. If located in or near conclulu, such institutions will yield far less of the good results desired, than if located some more retired and favorable situation. In each of these mshook there are now a number of little children-as many as can be accommodated by their instructors, who are being brought up in a knowledge of the language, refinements and domestic duties of civilized life. They each pay, we believe, a small sum for board, the institutions depending partly for upport upon an income from other sources.

The movement to which we have referred is made by a number of public spirited gentlemen of this city, to de se and adopt some plan for the permanent enlargement of Miss Ogden's school, and the wider diffusion of its influence. We trust not only that this will be enlarged, but that other similar institutions will at no distant time spring up throughout the group, and do their part towards preparing the way for a wiser and better generation of Hawaiians than any which have preceded it.

NOTES OF THE WEEK.

BARK FAITH .- For some time past considerable anxiety has been felt for the safety of this vessel as counts one after the other has been pouring in bout the heavy storms that have been traversing the porthern latitudes. A few indistinct rumors have een current, the tenor of which was that the unortunate vessel had foundered, but it was impossible trace the source from which the rumors sprung. All anxiety and alarm was set at rest on Friday last, by the arrival of the ark Delaware last from Petropolovski, reporting the Faith as having put back into that port, and there been condemned, transhipping her oil on board the Delaware and Hero, the former oringing 700 and the latter about 400 barrels. A ortion of the officers and crew have come down in he Delaware, and the brig brings the captain and remainder of the crew, who may shortly be expected. Too much credit cannot be given to Captain Rice and the officers of the Faith, for the exercise of that judg. ment which resulted in saving the oil. Had the vesel gone into the gale through which other vessels assed, she must inevitably have foundered. Capt. Kenworthy also deserves great praise for altering his course and accompanying the leaking bark to a port

THE HUDSON BAY COMPANY .- By a notice in another column, it will be seen that the agency in this place, of this old and respectable company is to be losed. It will probably take six months to wind up. In speaking of the company, the Polynesian has the

following paragraph relating to it: "At what precise period the Hudson's Bay Comany first opened commercial relations with these isnow, however, that as early as the summer of 1829, Richard Charlton, English Consul at Honolulu, received consignments from the Company's station at Columbia River, and acted as its agent, until the summer of 1834, when Mr. Geo. Pelly, having been sent out by the Company from Ladon, arrived here and established a regular, permanent agency in Honolulu; the occasion being that the Company might ossessions on the N. W. Coast. For many years the ompany kept their quarters in the building lately cupied by Messrs. Hoffschlaeger and Stapenhorst on uuanu street, but in 1846 they leased the land now upied and built the present spacious and well arranged buildings on Queen street, where they have emained ever since. As a mercantile house, in all hat constitutes the credit and glory of a merchant. the Hudson Bay Company's Agency here stood and stands in the foremost rank. It has been a sort of mercial moderator, a mercantile balance-wheel en fluctuations seized on others. The withdrawing of their agency from this place is, we learn, now owing to the fact that the discovery of the gold mines at Fraser River and consequent settlement, occupaion and organization of the adjacent country under separate civil government, while it removed the cause of the agency, has given new employment for

FIRE.-On Saturday night, about 104 o'clock, just as the performance at the Theater was ended. the services of the New Fire Bell were for the first time called into requisition. The thatched building, known as the native Police Court, opposite the Court House, was discovered on fire. The whole of our effective fire brigade was quickly on the spot. The Hook & Ladder Company soon brought the burning rafters to the ground, and the well manned engines made but short work of quenching the flames. The Court House was quite heated and had a strong trade been blowing, it would have been much more so. The building was probably set on fire, perhaps by some rogue who had received justice there. The house was shut up at the time and no person was within. It was a thatch building, owned by Gov. Kekuanaoa,

ROB ROY .- On Saturday evening this beautiful drama was presented to the public who was represented by a fair and numerous audience. The performance passed off (taking into consideration the short notice) tolerably well, but showed evidently throughout that it had been got up under many difficulties. Some of the leading characters sustained their roles creditably enough, and the mirthful reresentatives of the Dougal Creature and Mr. Nicol Jarvis performed their parts so naturally, that they succeeded in bringing down repeated applause. Of. Rob himself and the charming Diena, 'tis needless to say more than that they well sustained the reputation they have already earned, and played well among so many difficulties which bad support is sure to engender. However, a good humored and indulgent audiences, such as Honolulu generally furnishes, will look with a lenient eye upon those little imperfecdinary cases, contribute the required amount to- tions that the means, and not the will, render appa-

> THE NEW FIRE BELL .- On last Saturday afternoon, the New Fire Bell, recently imported by the Frances Palmer, was rung in order to test its tone and capacity. The result was all that was anticipated, or that could be wished for. Its tone was deep, full, and very clear, differing from any other bell in the place, and we should think capable of being heard a couple of miles off. In case of fire, its loud alarm cannot fail in speedily awakening and summoning those whose duty it is to obey the call. When the New Engine arrives, which has been recently sent for, the Fire Department of this city may safely be considered as effective and useful as any other the world can boast

ATMOSPHERIC LECTURE.—At the request of several gentlemen, Dr. Drysdale, who is in the employ of the American Guano Company as Chemist and Scientific Agent, has consented to give a lecture, on next Thursday evening at the Fort street church, in aid of the Female Boarding School. The subject chosen is "Atmosphere, or the air we breathe," and the ratus. Dr. Drysdale has a high reputation as a scholar and chemist, and the lecture will no doubt be made instructive as well as entertaining.

THE BELL RINGERS AT LAHAINA. - These accor plished artists, during their stay at Lahaina last week, with their well known generosity, gave a benefit in aid of Dr. Baldwin's church, which netted a handsome sum. We learn that they will also give a benefit in aid of the Queen's Hospital before their departure for South America. They expect to sail next week in the Ship Massachusetts.

Personal .-- Among the passengers arrived at San Francisco by the Golden Gate from New York we notice, Mr. Benj. Pitman of Hilo and lady, and Rev. E. W. Clark and lady; and by the ship Anglo Saxon via Cape Horn, Mrs. B. F. Bolles of Lahaina and family, all of whom may be expected by the first THE BELL RINGERS -We trust that our commu-

ty, resident and transient, will give a good reto these musicians this evening, on the occasion of Benefit to Mise Hiffert. They leave shortly for Bout

terfeit 5s, 10s and 20s have been in circulation in California. They are said to be so closely imitated that the most skilful eye can scarcely detect the fraud. The interior of these coins, it is said, is a plate of platina, also a very valuable metal and heavier than gold, from which latter cause the legal weight is attained without increasing the size. The external surface is coated with gold by means of Missed Stays .- The whating bark Ionia which

their way to these islands. A French paper of that

city, Le Phare, states for some time past coun-

cleared from Labaina on Thursday last for Gallipagos Islands, in passing the entrance of this port missed stays and run onto Admiralty Reef, or in other words was seized by the Marshal at the suit of the agents of the vessel. It seems that the former captain of the vessel died off Chile, and ordered his first officer to put into Talcahuano and wait further orders fron the owners. But instead of so doing the vessel has been cruising about the Pacific, and the owners endeavoring to obtain possession of her. At Kawaihae and also at Lahaina, sales of sperm oil are reported to have been made at 75 cts per gallon in order to raise funds to pay the ship's bills.

FEMALE EDUCATION.—The call for a public meetng to take measures in behalf of the education of Hawalian females, was responded to by a large gathering on Thursday evening last. The audience was addressed by Messrs. Corwin, Bates, Robertson, and Damon. The result of the meeting was the appointment of a committee of nine ladies and gentlemen to solicit funds to aid in the establishment of a female school. Some seven hundred dollars were subscribed at the meeting for this object and one thousand have since been raised. Had we space we should print the report presented to the meeting.

SHIP REPORTS .- We are under many obligations to whale ship masters for news furnished for publicaation, during the past season. Many of the Captains arriving, have their reports made out, ready to take ashore with them. Some of them, among whom we may instance Capts. Kenworthy of the Delaware, Earl of the Jirch Swift, Beebee of the Alice, and some others, never think of coming into port without a report ready for publication. This saves much trouble, and enables us to give the report a more speedy publicity. We wish that every ship master could bear in mind and prepare a report of his cruise for our paper.

SKETCH OF THE SANDWICH ISLANDS .- On our first page we publish a somewhat lengthy, but very interesting account of these Islands. It was originally prepared by the late Jas. W. Marsii, and first appeared in our issue of Feb. 1858. It probably furnishes as correct an exhibit of the group as can be given in the same space, and will give more informaion abroad than a dozen letters. The edition in which it was printed two years ago, was exhausted soon after issued, and though we have repeatedly been requested to reprint it, we have been unable to DRY AND DUSTY .- Rain was never more sadly

needed than now. The clouds of dust are almost inwater, owing to the large demand for the shipping. Some families have been without water from the government pipes for three weeks. Hurry along the new water-works, or there will be any amount of grumbling next season. New Buoy .- The Liholiho took up to Hilo on her

last trip a large cask buoy, made by Messrs. Harris & Co. to be put down at Laupahoehoe, the principal pulu landing place. Its cost will be about \$400, one half of which sum the government will probably assume, oh the meeting of the next Legislature.

FROM PUGET SOUND .- Crockers and others whose faith in the business prosperity of Honolulu is becoming shaken, should read the letter of our Pugetsound correspondent, and then engage passage in the

SEND IT TO THE OLD FOLKS AT ME.—We issue an extra number of the Commercial this week. It contains the latest domestic news, and full reports from the whaling fleet. Copies can be had as usual

His Majesty returned from Lahaina via Molokai, on Friday last, and received the usual salutes. His health has, we learn, been rather poorly since

The Bark Frances Palmer, arrived at San Francisco, Nov. 13, in 15 days passage from this port, and would leave again about the 30th of No-

The earthquake which we reported last week as having occurred about 24 o'clock on Monday morning, was very sensibly felt at Lahaina and also at Kawaihae on Hawaii. At the latter place, it was

he most severe shock experienced for many years. DASHAWAYS .- A lecture will be delivered before this Society on Saturday evening next, by Mr George S. Keyte. The public are invited to attend

Our thanks are due to Capt. Hayne of the Webfoot, and Capt. Porter of the Far West, for

MAIL FOR THE EAST .- The mail by the Yank will close at the Post Office on Saturda exext. [Correspondence Pac. Commercial Advertiser.]

Letter From San Francisco.

SAN FRANCISCO, Nov. 12, 1859.

THE PACIFIC RAILROAD QUESTION Is, by far, the most important subject, which agi-

tates the public mind at the present time. The executive Committee of the late P. R. R. Convention has published a very able address to the people of this State, representing by incontrovertible facts, and figures, the vast benefits which must accrue to the work, and urging the endorsement of the fifteen million proposition, whenever it shall come before the people. It has been demonstrated that California is able to build the road to her eastern frontiers. with no very serious increase of taxation to her already tax-burdened citizens; especially, when the increased value of property along the whole route is taken into consideration. While the subject of State aid awaits the slow course of legislative action, arrangements are in progress for the immediate organization of a company, to build a railroad from this city to Stockton via San Jose. There is some disposition on the part of the extra-rabid portion of the Democratic Press, to make this railroad question a mere party matter. Such, regardless of the public good, look at every question through a pin-hole, other, as party-interest may dictate. The same party organs which a few months ago advocated the celebrated " Lime-Point Swindle," now assume an air of patriotism, and under the specious plea of burdenome taxation, oppose the only feasible plan which has yet been proposed for the accomplishment of the Pacific Railroad enterprise. This is done for the sake of making political capital. EDUCATIONAL MATTERS

Are justly claiming a good deal of attention now-a-days in this State. This is as it should be. It is said that the Public Schools of San Francisco will not suffer by a comparison with those of any city in the Atlantic States. Three are many Academies throughout the State, and some of them very good schools, but there is as yet nothing worthy the name of a College. The so-called Colleges we have do not offer very superior advantages to young men wishing a Collegiate education. Public meetings have been held in San Francisco, and much enthusiasm manifested in favor of the "College of California." The trustees have appealed to the public for funds to endow the institution handsomely and it is hoped that we may soon have on these shores an Institution equal to that of Fale, Williams or Howard. The College is to be located near Onkland, a pleasont village on the other side of the bay, where a site has been such that constitution of the lay, where a site has times. The Pacific Railroad and the College will make the Pacific States truly great.

Look Our.-Counterfeit coins, when put into cirlation in San Francisco and detected, often find THE OPPOSITION STEAMERS. Com. Vanderbilt, of New York, seems to be very arnest in his opposition to the P. M. S. S. Co. I my last, I mentioned the fact, that he had received the contract for carrying the U. S. Mails, for nine months. He has lately purchased Capt Garrison's half-interest in the steamers Orizuba, Uncle Sam, Cortes, and Sierra Nevada : so that the whole opposition line will now be under his control. It is stated that the beautiful steamers North Star, and Champion are now on their way to this port from New York, to take their places in this line. When they arrive Com. Vanderbilt intends to run a

THE FILIBUSTERS.

General Walker's expedition from New Orleans ha failed. But two hundred of his men succeeded in making their escape, in a small vessel, owing to the watchfulness of the Collector of the port. The steamer Philadelphia, with the arms and supplies of the party, has been seized. Further details may be expected by the steamer now due.

THE YACHT RACE Between the yachts Pride of the Bay and George Steers, which came off on the 3d inst, resulted in favor of the former. The prize was \$1000. The listance run was about thirty miles. Steamers were in attendance to convey spectators, and altogether the race excited considerable attention. Both these yacths are magnificient specimens of naval art, the former was built here, and the other at New York, by the celebrated builder whose name she bears.

An association has been formed in San Francisco for the purpose of establishing an astronomical ol servatory, somewhere on this coast. It is thought the observatory will be located on some lofty peak of the Sierra Nevada range. It is desirable to attain an

elevation above the range of fogs. The principles of science are of universal application. Burglars are using them at the present time with great succes. One night last week the store of Mr. Ellery on Washington street was robbed of gold pens, stationery and money to the amount of about \$400. The thief entered by means of a very ingeniously constructed rope ladder, which he left hanging at Mr. Ellery's window. By means of this clue, the police (who are equal to any Parisian detectives) traced the thief so far, that their suspicion rested on one David Gramman, a well known thief. They did not arrest him immediately, but watched him closely. A few nights later the same fellow tried his tight rope skill upon a dry goods store on Sacramento street, but this time he was caught, and will doubtless have to return to his old quarters in the State Prison. Burglaries have been very frequent for a few weeks past.

MISCELLANEOUS ITEMS.

Jerry Sullivan, the enterprising news-agent, has recently had built at Mare Island Navy Yard, a beautiful little propeller yacht of about 100 tons, for the purpose of carrying papers to Sacramento immediately upon the arrival of the mail steamer from Panama. He has heretofore been in the habit of chartering steamers for that purpose. On the evening of the 9th, inst. Mr. Levi E. Boren,

Affairs, fell from the balcony of the California Hotel, and was instantly killed. He had been drinking rather freely, and lost his balance. We have had rain, in perfect torrents, almost incessantly for a week past. To-day the rain has ceased, and thick fogs have come down over the hills.

making the weather so thick that vessels outward bound have to wait for a lighting up. The steamer Golden Gate has just arrived, having been detained outside some time in a dense fog. She brings about 1600 passengers.

Puget Sound, Washington Territory Its adaptability for Settlers-The experience of a Honoluluian.

PORT TOWNSEND, Puget Sound, W. T., ? October 20, 1859. EDITOR COMMERCIAL :- When I left Honolulu in December last, many of your readers wished me to write to them about the resources of Puget Sound and the practicability of settling in that country, to which was then bound on board the bark Glimpse, via San Francisco. I consented to do this as soon as I became sufficiently posted to give them reliable information; and with your leave I will attempt to do so, through your excellent journal.

I arrived at Port Townsend, on the Sound, on the 10th of April last, with only three dollars that I could call my own. I there found R. Blake, a tinman, with whom I had domiciled some two years on the Island of Maui. He was doing a very good business at his trade, and had already made enough to purchase a town lot, upon which he had erected a store. and filled it with goods and wares, such as stoyes and tinware, his whole stock amounting to some \$3,000, for which he did not owe a dollar. I also found Mr. J. Appleton, formerly a Honolulu policeman, who was doing a fair business at his trade, boot and shoe making, after having expended all his resources in a fruitless attempt on Fraser river. I also found two more of your citizens engaged on a farm of government land,-Mr. Bond, confectioner and cracker baker in Honolulu, and his brother-in law, Mr. Pitt. both having excellent claims of rich bottom land, on which they raised excellent crops, which they are now and have been for some time engaged in harvesting and taking to market. They all seem healthy

and contented, and now the returns for their labor

and perseverance have rendered them pau pilikia,

as the kanakas say. A word about the resources of the country. It abounds in immense forests of fir and pine, and there are at present over 2000 men engaged in and about the mills in the lumber business, and about 200 sail of vessels are employed on the Sound freighting lumber to various markets. This lumber trade makes a State at large, from an early completion of this great | good home market for the farmer, and gives employment to mechanics. The country is well watered, and interspersed with prairies and bottom land for cultivation, and the high prices of vegetables and beef make it profitable for the farmer settling either for grazing or cultivation. There are many claims not yet taken, situated upon the numerous bays and rivers of the Sound. At Port Discovery, a few miles west from us, on the straits, there is an excellent harbor, and the land has given returns of 700 bushels of potatoes to the acre. There have been as many as sixty bushels of wheat and 700 bushels of onions taken from one acre of land on the bottoms of Chehalis valley in the southwest part of our Territory. by a Mr. Shotwell, who says, in speaking of the natural resources of this country, "In my judgment the new resources of Washington and Oregon Territories when our Pilgrim Fathers landed on the rock of Plymouth." There is now in that one valley of Chehalis from 40 to 50 miles square of unoccupied bottom land, intersected by numerous streams and rivers,

some of which are navigable for steamers. So much for the resources of Puget Sound, and now a word about the practicability of settling. Without wishing to be thought egotistical, I will refer to my own experience. As I said before, when I landed at this place, Port Townsend, my stay in San Francisco and passage had reduced my funds to three dollars. I immediately found employment, and having semewhat replenished my exhausted funds, with a few dollars, I set about looking for a claim. Just at that time, and less than one month after my arrival, I found an old acquaintance by the name of Joseph Richardson, a shoemaker from Honolulu, another Fraser river victim, but who had been for the last few months employed at Cape Flattery Light House. In company with him, I embarked in the farming business. We found a location suitable about three miles from this town, and only half a mile from the Bay, and on the 2d day of May last, pitched our tent. Our claim is what is called here a timber bottom. Although late in the season, we three-year old grafted apple trees plant which bore fruit this season,) and 1000 nursery. We can easily clear land so out 1000 trees each year. The climate solu adapted to raising a fine and delicious are worth now from six to ten dollars per if we have our health for a few years, we al-

There is land enough, and I would say to There is land enough, and I would say a sisland friends who may be out of employ, as secure yourselves a home. There is every that a rail-road, before many years pass, will ate on this Sound, uniting with the great as and Pacific Trunk, when the land that can had for government price of \$1 25 per sen valuable, and out of the reach of a poor ma is employment enough here for mechanic or 1 and when you have earned a few dollars, select a claim, put in a crop. Potaton brings in winter one dollar per bushel, and tree potatoes will make more than ordinary wash man a year. It is far better to secure you while you have health than to remain fortier in society, not knowing when you can can dollar and have a landlord waiting for that

Yours, &c., WM. M. S. WAIMEA, Hawaii, Nov. 22, 19 MR. EDITOR :- As my name has been not spicuous in two articles in your paper, relative I think it but justice to myself to say that I aware of ever having expressed an opinion

one in relation to said road. If I have ever said anything which could strued that way, I certainly could not have estimate of the cost of any particular route, w very little about the island on the Hile of mountain, and what little I do know leads new that the estimate of \$4000 (which I am super have made) by the writer of the first article in wagon road, would not be very creditable to

cal surveyor. Therefore, Mr. Editor, until I am salled survey and estimate the cost of a road which leave the model plantation of Hilo a little wee left, or one which would lead directly to that if tion, I would beg both "-- "and "Bo to use my name when they make public the ideas as to which or where would be the be for a wagon road over this island Yours truly.

> FOREIGN NEWS. Ahead of the Maile

States and Europe

By the arrival of the clipper ship Wells. schooner Far West, we are in receipt dim later dates from the East. From New York dates to Oct. 20, St. Louis (overland) Oct. 24 don Oct. 12, and San Francisco Nov. 14 very special importance had transpired drive two weeks.

The Pacific mail steamer Golden Gate un San Francisco on the 12th, but the opposition (which now carries the mail) had not arrive midnight of the 14th, being two days behind J. W. Sullivan, with his usual enteres patched the latest Eastern papers by the din Webfoot, and thus supplied the news toll one week, at least, in advance of the U.S. pe papers sent by him were received in 36 day

New York, which is about as quick time at The letter from our correspondent give r the State news. The following summers w

from papers that have come to hand : FROM CHINA .- The San Francisco papers advices from China to September 9, about mer later than our previous dates. The America ter, Mr. Ward, had visited Pekin, but had as able to obtain an interview with the Emperat, was unwilling to perform the obeisance, which no person is admitted into the imperal ence. He remained in Pekin fifteen days. The fications of the American treaty were en

The Chinese, it is said, expect war with England France next year. SECOND TRIAL TRIP OF THE GREAT EASTER Great Eastern left Portland at 4 o'clock, P. the 8th of October, and anchored at Holphall o'clock on Monday afternoon, the 10th. The run in the 48 hours is computed at something 550 miles. The average speed for the whole is little more than 13 knots, but during the grant of the trip the engines were not run over half a The paddles averaged 10 and the screw 35 M tions per minute, working at a pressure of of steam. The greatest speed attained was 19 or nearly 17 miles per hour. This was a comwithout special exertions by the engines; but was considerable canvas spread. She was ex to sail for America about the 20th of October

reports express doubts of her departure. California. It is said that an attempt will be made by the Congress to break up the overland mail confi The Vanderbilt line was advertising to carry sengers through, including railroad ticket,

The Times confirms the statement that the Sierra Nevada and Orizaba, to Vanderbit fits 000. A new company with seventeen ships formed to carry the mail weekly via New which will add \$37,500 to the present of Garrison will re-commence banking in New Year. BARE.—Our harbor is at present company destitute of shipping. There are not more to a dozen ships laying at anchor in the street though a number are loading and unloading a wharves. The forest of masts that used to

may from '49 to '52 has vanished .- S. F. J JUDGE TERRY INDICTED .- The Grand Jury county yesterday presented an indictment Judge Terry for fighting a duel with Mr. Brown with pistols charged with gun powier and bullets, by previous agreement, and killing to tagonist in said duel, by inflicting upon him wound, of which said antagonist died what wound, of which said antagonist died what wound, of which said antagonist died what wound the infliction thereof." is the year after the infliction thereof," is the charged to have been committed. - Times.

INSURRECTION AMONG SLAVES .- A b

rection broken out at Harper's Ferry Monday, Oct. 17. The facts of the case of follows: There was an insurrection of which blacks, mingled in nobody could discover the portions, how far supported by outside interpreted by what motives, and aiming at sults it was wholly impossible to form a cap sults it was wholly impossible to form a cap throws all needful light on these difficulties.

Recovery its account of numbers in the leader of numbers in day, Oct. 17. The facts of the Brown, it appears, the leader of numb skirmishes in Kansas, and whose thirs for the loss of a son and of property at the Pare State Port the Pro-Slavery Party, prompted him to see retaliation, seems to have transferred his the State of Virginia. Having bought a lime ago in the vicinity of Harper's Party seeded to arrange the details of a plot ship seeded to arrange the details of a plot ship and Virginia. extinguish Slavery in Maryland and Virginian revolutionize the Government of the Unital John C. Cook, a young man who had be lated with him in Kansas, became a particular of the particular of